IN THE DRAWINGS:

Please replace Figs. 2, 4, 5, and 13-18 with the drawings found on the Replacement Sheets attached hereto.

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REMARKS

The Office action of November 28, 2006, has been carefully considered.

Objection has been raised to the drawings and specification based on section plane X-X in Figure 14 and based on the use of character S2 to designate different parts.

Replacement sheets are now attached for Figures 2, 4, 5 and 13 through 18. In Figure 2, new sectional lines I-I and III-III have been added, and in Figures 4 and 5, part S2 as been re-labeled as S3. A different part in these drawings is now designated as S2.

In Figure 14, section line X-X has been re-labeled as XIII-XIII, and Figures 13 through 18 have been labeled as prior art as requested in the Office Action.

In the specification, amendments have been made throughout consistent with the amendments made to the drawings. No new matter has been added.

Based on the replacement drawings and the amendments to the specification, Applicants submit that the objections to the drawings and disclosure have been obviated.

Claims 1 through 3 have been rejected under 35 USC 112, second paragraph, as being indefinite in the use of the terms "thin" and "substantially" in Claims 1 and 2, and these terms have now been deleted. Withdrawal of this rejection is requested.

Claims 1 through 3 have been rejected under 35 USC 103(a) over Doman.

Claims 1 and 2 have now been amended to recite that the non-contact part is formed in a hollow fashion in a central portion of the surface of the plate portion (or the reinforcement) which surface contacts the end surface of the crankshaft (or the plate portion). This amendment is

supported by the specification at page 10, lines 1 and 2, and in the paragraph bridging pages 14 and 15.

The non-contact portion 4a of Doman is a screw hole formed in the plate. In contrast, the non-contact portion of the invention is formed in a hollow fashion in the face of the thin plate portion or the reinforcement. Thus, the non-contact portion according to the invention is configured as a recess for the bottom; utilizing this construction, the load fluctuating area between the plate portion and the end surface of the crankshaft (or plate portion) is enlarged, so that it becomes possible to control the vibration and amplitude on the outer peripheral side of the plate portion. Moreover, it is possible to attach the plate to the end surface of the crankshaft such that the axis of the plate accurately coincides with the axis of the end surface of the crankshaft. This makes it possible to prevent vibrations generated by the plate from being amplified. These advantages cannot be obtained utilizing the screw hole of Doman.

In addition, Doman does not teach the reinforcement recited in Claim 2. Although the Office action alleges plate 40 to be a reinforcement, plate 40 is actually a part of plate 30, and plates 30 and 40 jointly function as the plate recited in present Claim 2. See column 5, line 54 to column 6, line 6 of Doman. Even assuming that the plate 40 corresponds to a reinforcement, the plate 40 does not include a non-contact part with the plate 30. Although the Office action considers that plate 40 has a non-contact portion with plate 30, this non-contact portion does not contact the end surface of crankshaft.

Withdrawal of this rejection is requested.

Dependent Claims 4 through 7 have been added to the application.

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In view of the foregoing amendments and remarks, Applicants submit that the present application is now in condition for allowance. An early allowance of the application with amended claims is earnestly solicited.

Respectfully submitted,

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